

Integrating The Monorail

INTERBAY

DEIS Comments

City of Seattle Comments on the
Seattle Monorail Green Line
Draft Environmental Impact
Statement

October 2003



City of Seattle

OVERVIEW

The City's DEIS comments related to the Interbay segment emphasize the need to maintain freight mobility, the need to identify specific measures to mitigate impacts to parking supply and demand, and the need to more definitively describe project scope and design features that will make the Green Line consistent with neighborhood visions and plans.

ACCESS & MOBILITY

Traffic Operations & Freight Mobility

The EIS should give recognition that there is heavy truck demand and travel desires in the Ballard/Interbay area, in addition to the Duwamish area. They are both noted industrial areas, serving the maritime industry (4-8).

Peak period operation at the Galer Street overpass at 15th W/Elliott Ave W should be discussed in more detail in the FEIS, given increasing traffic related to the Amgen development and school bus operations at this intersection. The impact of the guideway on the roadway cross section and traffic operations at Elliott Ave W and Mercer Place should also be specifically discussed in the FEIS.

Alternatives in the vicinity of the W Galer Flyover must consider provisions and coordination of planning for a proposed EB to SB ramp from the Flyover to Elliott Ave W; alternatives in the vicinity of W Garfield St should mention provisions and include coordination and planning for the proposed Magnolia Bridge replacement (4-44).

Transit, Bicycle & Pedestrian Connections

The FEIS should include more definitive drawings and descriptions of the project facilities that will result in good bicycle, pedestrian and intermodal connections at the Dravus and Elliott/Mercer stations. Ridership at the Dravus station is largely dependent on bus transfers serving the

Magnolia and North Queen Anne/Fremont areas. Ridership at the Elliott/Mercer stations is largely dependent on pedestrian connections to the Uptown neighborhood.

Parking Demand

The City believes that hide-and-ride parking impacts are inevitable within one-quarter mile of the Dravus station unless parking management programs and measures are implemented. The Project Description should include a commitment to parking management programs and measures. The specific programs and measures can be identified later in the project design and approval process, with assistance from the

City and input from neighborhood stakeholders. The Project Description should commit to implementation of parking management strategies before stations open, to avoid rather than react to hide-and-ride parking impacts.

The discussion of parking demand at the Howe station should more definitively address impacts and mitigation.

NEIGHBORHOODS & BUSINESSES

Manufacturing & Industrial Sector

The DEIS states that "the construction activities for the West Bridge Connection or East Bridge Connection could have a greater impact on tenants of Fishermen's Terminal." The FEIS should be more specific about the nature and extent of these impacts (4-493).

Regarding the ship repair operation impacted by the west bridge routes, the DEIS states: "reconfiguration of the site and the use of specialized equipment to allow ship repair business to continue without loss of business or employees." If relocation or reconfiguration is not possible, then the loss of the business should be identified as a significant adverse impact (4-142).

The FEIS should discuss the consequences of reduced moorage for fishing vessels. How many vessels would this affect? For

example, would there be loss of jobs or an impact to economic potential? The FEIS should expand the discussion (4-142).

Land Use & Development

The FEIS should provide more analysis of the relative land use impacts of the Dravus 1 and Dravus 2 alternatives (4-143).

In describing the Howe stations, the DEIS states that the station development is "not expected to conflict with redevelopment plans" (4-143) of the Tsubota Pipe and Steel plant site; the FEIS should explain the assumptions and reasoning behind the statement.

UTILITIES & CONSTRUCTION

The Canal - Broad 115 kV overhead transmission line would have difficulties existing on 16th Ave W just south of the overpass as shown in option 2.1.1. Both options on 15th Ave W will require the Canal - Broad 115 kV overhead transmission line to coordinate closely or relocate for crossing over the monorail. The monorail crossings shall meet all applicable codes and in specific Table 232-1 of the NESC 2002 (or current version). Codes shall be based on a line to line voltage of 242 kV (4-286).

NATURAL ENVIRONMENT

The DEIS does not address the potential accumulation of explosive levels of methane gas in enclosed spaces. Mitigation measures must be addressed in a report prepared by a licensed civil engineer, and these measures must be incorporated into the project plans. A final report will be required from the engineer confirming that the methane accumulation mitigation measures have been constructed in accordance with recommendations contained in the report (4-383).

The FEIS should indicate that all construction over the landfill shall be performed in accordance with an excavation and development work plan prepared by an engineer with experience with landfill

construction, and the project shall comply with all applicable regulations to prevent damage from methane gas buildup, subsidence, and earthquake induced ground shaking. Technical studies shall be performed to demonstrate the safety of the development sited upon the landfill (4-385).

Regarding landfill hazard mitigation, the FEIS should indicate that all development on landfills shall be performed according to an excavation and development work plan prepared by a licensed engineer with experience in landfill construction and/or management (4-543). The development must comply with all requirements to prevent damage from methane gas buildup, subsidence, and earthquake induced ground shaking. Technical studies shall be required to confirm that the development will be safe from hazards associated with construction on a landfill. Development on landfills must adhere to all relevant requirements of the Seattle-King County Health Department and other agencies. See Regulations for Environmentally Critical Areas, Seattle Municipal Code Section 25.09.220.

There is no mention of shade impacts on the Interbay P-Patch. Since the purpose of the P-Patch is for growing plants and since plants require sun, shade impacts are not just aesthetic but operational. (4-304)

At the Interbay Operations Center, will construction impacts, such as dust, have an effect on plants in the Interbay P-Patch? (4-493)